SUN READERS OFFER TRAFFIC SOLUTIONS

W. J. Crawford Suggests Minute Intervals for North and South Vehicles.

FOR CROSSTOWN

Edward Hatch, Jr., Urges That Shops Return to Spacious Madison Square.

The campaign waged by THE SUN for congestion relief in the streets and e subway and "L" have brought forth many expressions from readers. It is apparent that the problem which now ongressing the attention of city of- walk. and which has brought civic organizations to aggressive activity is of William J. Crawford of Brooklyn: am interested in the problem of regulation in our city streets. As ditary instructor, I realize the imance of 'keeping things moving,' es-

Eith avenue ttaken as an exhave the northbound and southtraffic move for three minutes in five minutes and the eastbound westbound traffic move for the two ining minutes in every five. In words, have the first, second and to the avenue and the fourth and

aggestion or plan:

Ith minutes to the side streets.
"There are many advantages in such
a system. According to it a vehicle
travelling at the rate of fifteen miles an hour could go three-quarters of a mile (fifteen blocks), without a stop. 'It would also be possible to go from Twenty-ninth street to Fifty-ninth street th only two or three stops of two inutes each, a very decided improveover present conditions. Much eeding and as a result much if not of the congestion could be done away the The traffic which would have thered in the side streets in the meanme easily could pass over the aver the two minutes allowed for it.

testrians also would profit by this for they would have a clear way three consecutive minutes on the mue and regularly occurring oppor-ties for crossing to the other side. tunities for crossing to the other side. This would serve to do away with sense-less rush and bustle. It is a common sight now to see a man strive to hurry across a street as if everything depended on it, only to saunter along the heat block as if he had all day at his disposal. He rushes from habit.

"To bring the desired advantages of this plan it would be necessarily."

this plan it would be necessary to have uniformity all along the avenue. This bould be secured easily by having the could be secured easily by having the policemen using each figure on their watches as the starting time for the north and south bound move. A sergeant could be detailed to regulate the time-pieces every day. With little or no trounic clocks could be issued to the men which would tell off every first and fourth minute by the ringing of an electric bell which could be loud enough to be heard by nearby drivers, thus facilitating matters still more. The bells could be operated from some central station on the avenue.

ation on the avenue.

This plan could be put in operation other congested thoroughfares and the parallel lanes of traffic be near to another an adjustment of starting minutes could be made to avoid the ten-dency of reckless drivers rushing from me to cross another before it will close

Views of Edward Hatch, Jr. witness is contained in the letter of Ed-

material improvement in the Twenty-seventh street to above eason in the argument for believing

wonderful avenue must be preserved by all means, and the removal of the out of date houses is obligatory for the continuance of its fame. These old fashioned residences must give place to more imposing edifices which will be commodious and sufficiently large to insure an thouse was a fine or the continuance of the c an income warranting the construction expenditures. This added tenancy to the district would contribute many fold to district would contribute many fold to the congestion. The side streets also

the congestion. The side streets also will grow in big buildings and business population in proportion and patrons and employees will further add to the aggravated conditions.

"No relief would be obtainable by directing the overflow to Broadway and Sixth avenue. The congestion at Thirty-fourth street and these thoroughfares is worse than on Fifth avenue. And as for orse than on Fifth avenue lowing for the contemplated improve-ments, is also out of the question. An elevated railroad on Fifth avenue? Per-ish the thought! A subway? Think of removing those sewer and water pipes! And who of the women folk would go down into a Fifth avenue subway?

Never Intended for Business.

"Fifth avenue was never out through or a business street and never adapted or intended for the purpose. It has almor intended for the purpose. It has always been celebrated as a promenade and was known as America's famous walk. On Sundays, holidays, week day afternoons, both on sidewalk and in the roadway, the finery of the individual and the handsome equipages of the metropolis strolled in public review. Parades were not parades unless they went up the great avenue. Parade day was a the great avenue. Parade day was a holiday. But it became hard to mix business with pleasure and excitement and now the authorities are petitioned to keep parades off the avenue on account of the interference with trade. "Both the proprietors and patrons who

ally where a column of vehicles is participated in this uptown movement must realize that it was something of a met disaster, but his resources and re-markable business ability enabled him to survive the ordeal and leave a moun-

mental store with a great organization as an evidence of his aggressiveness.

"It may be a wild statement to make and suggest that to return to the vicinity of Twenty-third street and below would be a way out of some or the difficulty.

"Where Fifth avenue and Broadway come together two of the greatest thoroughfares of the Western Hemisphere doubt the overcrowding is a disgrace to construction of new subways and the running of more trains. Without a doubt the overcrowding is a disgrace to construct the overcrowding th come together two of the greatest thor-oughfares of the Western Hemisphere cross. Near by is Madison Square with cross. Near by is Madison Square with its broad streets on either side, a most ideal spot for the emporiums that now crowd upper Fifth avenue and compel some of their customers to line up prac-tically for a half mile north and south as

"This beautiful esplanade cannot be where automobiles can park conve-niently with a free and perfect light for the exhibition of goods and for conducting a retail business. For accessibility it cannot be surpassed; the Broadway cars, Fifth avenue buses, crosstown and Lexington avenue cars, new subway (station at Twenty-third street), old subway at Fourth avenue, elevated rail-road at Sixth avenue, Fourth and Sixth venue surface cars. Third Avenue elevated and surface cars and unlimited space and access for automobiles through side streets.

"Just six small blocks below (all o them together not much longer than the block from Fifth avenue to Broadway at Forty-second street) is Union Square with the same parking space, accessi-bility, good light, &c.

"Too far down town would be the wall, but how about the great store near Grace Church? It is down town, the furthest retail store in that direction. and still it probably has more trade than the combined business of many uptown retail stores. There are no patrons living in the vicinity. The neighborhood is not attractive, and still the larges business is being done and no traffic congestion or excitement-nothing but busi

"The question naturally arises, "Wh did all the stores move out of the Twen-ty-third street district. It was not their intention, and the argument was that New York city was big enough for all and the retail business should not be

Violation of a Pact.

"It may not be known except to those that were directly interested that a cor Transposed to the street of above and the street might well be placed in advergery of hopeless tasks. There is a reason to believe that the congest will continue to increase, as there concerns, to show its good faith and co on immediate or future plans can fidence that the neighborhood was more desirable and that the compact would be the elegance of this beautiful and held, erected an addition to the store

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BEGINNING TO-MORROW, SATURDAY, AND EVERY EVENING THEREAFTER

serted.
"Can it be that this ideal location will

long remain idle. Let it be redeveloped."

Unregulated Building Operations. One of the reasons why Fifth avenue is so crowded is given in the letter of William Proctor of 27 Fine street: "Last uptown in the horning is painfully slow; a motor bus can thread its way through year on the west side of Park avenue between Pity-first and Fifty-second streets an apartment house was built, and morning after morning I have seen cars blocked as far north as Fifty-fourth street due to the unloading of materials in front of the building and the waiting of teams to be unloaded.

"Furthermore, the building materials, such as lime and mortar, were allowed deckers only.

"Furthermore, the building materials, such as lime and mortar, were allowed to run over the street, and many persons with cars directed their drivers to go over to Fifth avenue to avoid having their cars splashed with materials that would injure them.

"At the present time building operations are starting on the west side of Park avenue between Fifty-second and Fifty-third streets, on the east side of boon and a blessing to the enormous

Fifty-third streets, on the east side of Park avenue south of Fifty-second street and on the east side of Park avenue the same condition of affairs is beginining to exist. This morning I attempted
to go north in my car and was blocked
by a driver with a load of sand, who
would not get out of the way. Mortar
is being mixed on the roadway in front
of this building.

"As a result of these conditions, I
have directed my chauffer to keep away."

The without the inconvent
lime and without

have directed my chauffeur to keep away from that part of Park avenue and take

correspondent who signs himself

'ockney" gives explanation and solu-

so well appointed a city as New York, and yet the solution is quite simple. "Unfortunately, every great enterprise this country must of necessity be in the hands of some great trust or the monopoly of some bloated corporation. There is no competition, and this is the main reason why the American citizen

has to pay through the nose for every-thing; he is milked, mulcted and fleeced from the cradle to the grave. "While one company holds the monopoly of passenger transport in the city that company will not trouble much about the noble and patient army of straphangers so long as the rich harvest of nickels is forthcoming. I don't know whether, according to American ideals, the welfare and comfort of the people is of secondary importance to the divi-

"Let the city authorities grant conces-

coeting, several hundred thousand dollars. But a discredited merchant surreptitiously obtained control of one of the largest establishments and immediately announced that on the expiration of certain leases the establishment would join the uptown movement.

There was at once a wild scramble for sites by all interested. Prohibitive prices were paid for locations, and in a short time the most desirable, advantage of the Bases.

Let them run on every avenue and important crosstown street, and you will soon see a vast improvement in the passenger traffic. Twenty thousand omnitions of certain desirable, advantage of the Bases.

Advantage of the Buses.

"If a surface car breaks down the whole line is blocked; if a motor bus breaks down the rest of the traffic can go round the obstruction, and no harm

boon and a blessing to the enormou number of travellers going shorter dis-tances; they could then ride in com-fort, without having to stand up all the time and without the inconvenience of climbing up the 'L' steps or down the subway stairs.
"Is it absolutely necessary that the Interborough should be the only trans-

there is quite as heavy as here, and ye the enormous expense of overhead rail-ways has never been found necessary. thousands and thousands of omnibuses which work all along the very routes cov ered by the other railways, above or under the ground. Is this impossible in

ANTELO DEVEREUX IS INJURED.

Throws Him in Raduor Meet. PHILADELPHIA, Nov. 30 .- A. J. Antel-Devereux was thrown from his horse this afternoon and his left collarbone wa broken. He was taken to the Bryn Mawr Hospital.

Mr. Devereux was ridine in the three and a half mile cross country handicap-race for the Radnor Valley Farm challenge cup at the annual horse show at t meet of the Radnor Hunt Club. He was taking a ditch half way over the course when his borse threw him

MELBOURNE, Australia, Nov. 30 .- The industries seriously, has been settle. The men will resume work on Monday.

275 Suitings And Overcoatings Week End Special \$22.50

This is an unusual assortment of woolens and worsteds. There are plain weaves and many fancy patterns-stripes. checks and unique designs not found in ready-to-wear clothes, to measure only. When compared with offerings elsewhere the prices will be found remarkably low.

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Ernest Schelling, Flanist Louise Homer:
Paul Althouse. Orch. Cond. Hageman.
Next Mon. at 8-15, Tesca. Musio debut!
Caruso, Scotti, Malatesta. Rossi, Con. Polacco.
Wed., at 8, Prince Igar. Alds. Perin: Amato. Botta, Didur, Segurola, Cond., Polacco.
Thura., at 8, Hosenkayalier. Hampel, Ober,
Mason Goritz, Weil, Althouse. Con., Bodansky
Fri., at 8, Alda. Rappold, Homer: Martinelli, Amato, Didur, Rossi. Cond., Polacco.
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THIRD BILTMORE RIDAY MORNING MUSICALE Grand Ballroom, Riltmore Hotel THIS MORNING AT 11.

tes, seats, \$3. On sale at Biltmore Friday torning Musicale Hox Office, tanagement R. E. Johnston. Knabe Piano.

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Acolian Hall, To-night at 8:20. Program HEMUS | 25c to \$1



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CARNEGIE HALL, Sun. Aft., Dec. 10, at 3.

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CUDAHY PROFITS \$3,011,415. Shows Gains Increased

Fourfold in Year. CHICAGO, Nov. 30 .- The profits of the Cudahy Packing Company were more than four times greater this year than last, and the firm's sales totalled almost last, and the firm's sales totalled almost \$18,000,000 more this year than during the preceding fiscal year, according to the annual report for the fiscal year ended October 28, made public to-day.

This year's sales amounted to \$133,-960,986, as against \$116,162,155 the year before. The net profits were \$3,011,415, whereas last year's profits were only \$723,642. Out of every dollar taken in, says a signed statement from taken in, says a signed statement from E. A. Cudahy, \$6 cents has gone to the farmer. Seven cents out of the remaining 20 has been paid to wage earners, five cents has gone for freight charges and four cents for material used in manufacture.

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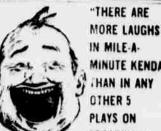
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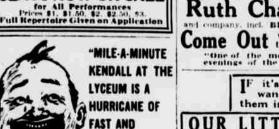
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